GEOGRAPHIC NEWS BULLETINS

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Contents for Week of January 31, 1938. Vol. XVI. No. 29.

1. Romania: Where a European Melting Pot Fails To Function
2. Ships Rear Their Figureheads Again
3. Sky Route to New Zealand
4. Kufow, Confucian Chinese Holy of Holies
5. New Asteroid Joins Throng of Wandering Worlds

Photograph by Denis Galloway, Cluj Ethnographic Museum

ROMANIAN COWGIRLS HAVE LONGER HORNS THAN THEIR COWS

Long distance communication is an old Romanian custom, formerly carried on by means of the 10-foot *tulnic*, or wooden trumpet. In the highlands of Transylvania, warnings of Turkish invasions into Christian Romania were carried by its eerie note from hill to hill, and distant trumpets relayed the alarm to even more distant valleys. The *tulnic* is made of wood in two long sections, the halves bound together with metal rings or rope. Before it can be used, it must be soaked in water until the swelling wood has closed the cracks between halves. No longer needed as a safety device, it is blown at festivals (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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UMI

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Romania: Where a European Melting Pot Fails To Function

ROMANIA'S Premier, Octavian Goga, recently appointed by King Carol II, is reported planning to expel from business in the country all foreign experts and capitalists. "Romania for the Romanians" is his motto.

But just who are the Romanians?

Romania has a population of more than 19,000,000. About 13,000,000 of them are of a strong race resembling Italians, who speak a Romance language descended from Latin. They trace their ancestors back to Roman colonists who intermarried with the early inhabitants of the country. These are "native" Romanians.

Alien "Islands" in a Romanian "Sea"

Nearly all the remainder migrated from the six bordering nations, or were taken into the country by the extension of its borders following the World War. Many of the "foreigners" have retained their national customs, thus accounting for alien "islands" in a Romanian "sea." The "foreigners" are largely responsible for the country's domestic and foreign trade. The Armenians and some of the other groups of former aliens have taken on Romanian ways, but the Jews, who retain their German-Yiddish tongue, are like metals unfused in a melting pot.

Trade, especially in northern Romania, lies chiefly in the hands of the Jews, of whom there are nearly a million. More than a million and a half Hungarians and nearly a million Germans have penetrated western and central Romania. In the northern and eastern parts of the country live about a half-million Ruthenians from the Ukraine, a hundred thousand Russians, the same number of Turks, and twice as many Tatars.

Mosques, minarets, and fezzes make the Romanian port of Balcic on the Black Sea resemble a Turkish town. In regions adjoining Bulgaria, nearly three hundred thousand Bulgarians have settled. Among the minority groups are Czechoslovaks, Poles, Serbs, Armenians, Greeks, and gypsies.

Gypsy Music Is Popular

Nearly three hundred thousand gypsies form an interesting foreign element in Romania. Many are actors and flower venders in the cities, while others roam the country as musicians, often accompanied by trained bears.

Braila, home town of the popular modern writer of gypsy tales, Konrad Bercovici, is one of the oldest gypsy settlements in Romania, and has furnished musicians to the world. Romanian peasants feel that, without the wild stirring strains of gypsy violins, their celebrations are incomplete.

Although the official religion of the country is that of the Orthodox Eastern Church, the country has numerous Jewish synagogues and Mohammedan mosques, and Roman and Greek Catholic and Protestant churches. French is widely spoken among the upper classes. In 1,525 primary schools, however, pupils are instructed in either German or Hungarian.

Romania gained about half of its present polyglot population and nearly two-thirds of its area of 113,884 square miles by treaties following the World War. Dissension, now rife in Romania, is not new to the country which, in the years following the war, has known numerous economic difficulties, a succession of short ministries, and disturbances caused by communists and fascists.

UMI

Photograph by Deane Dickason from Galloway

CRADLED IN A CRATER, PAGO PAGO'S HARBOR INHERITS SAFETY FROM A DEAD VOLCANO

On the island of Tutuila, American Samoa, the sea broke through the crest of an old volcano and flooded the crater to make a famous harbor sheltered by an almost complete circle of the hills around the volcano's mouth. The harbor, a mile and a half long, is a U. S. Naval base. The hills pull rain from every cloud that skims over them, creating the tropical humidity that deluged Sadie Thompson with the international fame of Somerset Maugham's *Rain* (Bulletin No. 3).

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Ships Rear Their Figureheads Again

STREAMLINED ships of today, driven by steam and Diesel engines, usually split the spray with bare bows. Lovers of salty old traditions lament that figureheads are used only in figures of speech.

But in Norway, where Viking sentiment about ships still is strong, a shipping line is rescuing these buxom wooden figures of the days of sail, and elevating them from the limbo of the unemployed to the foremost tip of new motor-driven vessels. One, *The Bretagne,* carries at her bow a majestic figure symbolic of Brittany—a barefoot lady in a "swing skirt." Another, *The Bayard,* bears an armored knight on whose unfurled standard appears the chivalric motto: *Sans Peur et Sans Reproche.*

Historic, Religious, and Symbolic Figures Rode the Waves

To frighten enemies, please the gods, or merely to beautify the ships they loved, sailors through the ages have set fantastic, heroic, and sometimes comic creations at the prows of sea-roving craft.

Subjects ranged all the way from crude native deities and dragons to plump Victorian maids and knights on horseback. One of the simplest decorations was that used by early Egyptians and present-day Chinese—painted eyes on their boats. Elaborate wood carvings and bronze castings later bore witness to painstaking craftsmanship of experts trained for decades in the art. The famous English family of Hellyers carved ships' figureheads for 200 years.

Curving out from the hull, high above the sea, both bow and stern of primitive craft offered a showy and inviting point for ship adornment. Carved Viking "long ships" and Siamese "snake boats," built like dragons, with prow representing the head and stern ending as its tail, are examples of the earliest type.

As the shape of vessels changed (as in the case of ancient Greek and Roman galleys when stem heads became lower) a separate wooden figurehead often took the place of simple decoration of the stem itself. Figureheads typical of various nations began to appear.

On the prow of Phoenicians' boats was usually displayed the horse's head, symbol then of speed. The Romans followed the lion and crocodile, once deities of mountain and river, with busts of their warriors. In the 17th and 18th centuries, English and Dutch featured their national emblems of the lion, while Spaniards tipped their craft with figures of favorite saints.

An era of expanding merchant shipping, the 18th and 19th centuries were prolific ones for American figureheads. At the prows of frigates, Yankee clippers, and brigantines of war, naval heroes in uniform and famous American statesmen in neat street clothes plowed through spray, along with more conventionalized images of Neptune with his trident and heroic-sized classical goddesses of the sea.

Though Banned, the Figurehead Custom Dies Hard

No country, however, maintained more interest in ships' figureheads than England, from Queen Elizabeth's time onward. So elaborate and unwieldy was some of this decoration that in the words of Sir Walter Raleigh, "The ocean fairly groaned from their weight." An example was that of the British *Sovereign of the Seas,* with a mass of carving on her beak representing King Edgar mounted on horseback and trampling on six subject kings, beyond which a figure of Cupid rode on a lion.

Figureheads came to represent not only imaginary characters but actual personages from public life and shipowners' families. The image of Victoria herself was set on *The Queen.* A wigged figure of Lord Cairns, Irish statesman, went to sea on a sailing vessel built in Belfast in 1877; while an English clipper proudly displayed at her bow her financial backer in all his landlubber glory of Sunday frock coat and top hat!

From time to time the use of the figurehead was banished or limited. In 1785 France suppressed such decoration for state shipping. Ten years later the British Admiralty ordered elaborate ornamentation of ships discontinued. In the World War the Secretary of the U. S. Navy decreed that figureheads should be removed from battleships, since reflection of the sun on their polished surfaces was likely to betray the position of the vessel.

But the habit dies hard. Up to the end of sail, superstitious men of the sea declared that a boat without a figurehead was haunted. It was not until the coming of steam, and the blunt-bowed steel ships, that the fashion went into its real decline.

Today, in museums, coast-guard houses, private gardens and ships' graveyards, many an odd and battered relic remains in mute reminder of the halcyon days of figureheads when East Indian princes and be-wigged judges shared the honors with white and gold angels. One of the

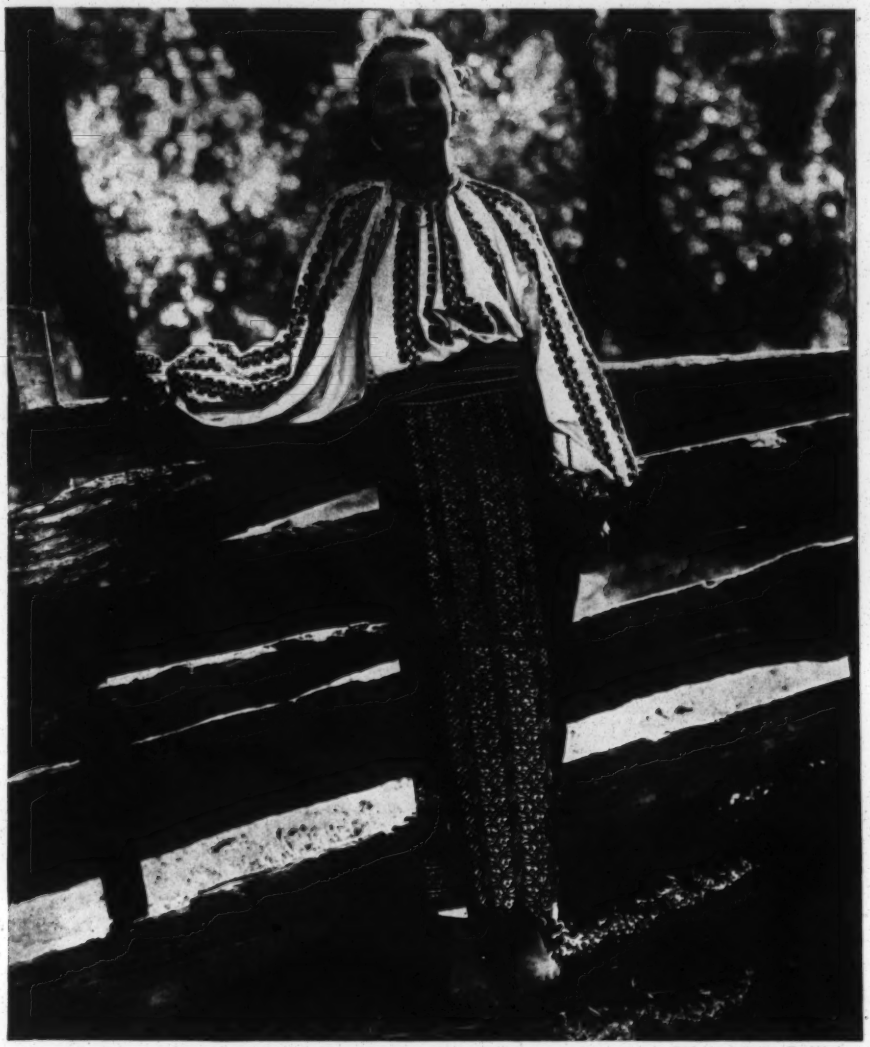
UMI

In 1925, the present king, Carol II (then Prince), renounced his right to the crown in favor of his young son Mihai (Michael), but resumed it again in 1930.

Note: See also "Spell of Romania," *National Geographic Magazine*, April, 1934; "Transylvania and Its Seven Castles," March, 1926; "Looking Down on Europe," March, 1925; "The Battle-Line of Languages in Western Europe," February, 1923; "The Whirlpool of the Balkans," February, 1921; and "Roumania and Its Rubicon," September, 1916.

A map of Romania appears on page 401 of the April, 1934, *Geographic*. A new wall Map of Europe and the Mediterranean will be issued as a free supplement to the April, 1938, *National Geographic Magazine*. See also in the GEOGRAPHIC NEWS BULLETINS: "Romania Wants More Fish, Fewer Snakes, in Danube's Delta," week of January 13, 1936.

Bulletin No. 1, January 31, 1938.



Photograph by Erdelyi

HERS IS A LAND OF CASTLES AND ROMANCE

Do Paris stylists predict pencil silhouettes for skirts? High neck? Raglan sleeves? Wide girdles? Continued popularity of the blouse? The barefoot Romanian girl has them all, in her native costume embroidered in original designs which are her own "exclusive" style. In some villages the girls ban all color and follow a local fashion for perpetual black and white.

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Sky Route to New Zealand

TRAGEDY marred the second test flight on the new sky route from Hawaii to New Zealand when the *Samoan Clipper* crashed into the sea near Pago Pago. Pan American Airways, which has a record of nearly three years of transpacific flying without accident, has announced that the disaster, in which the crew lost their lives, will not mean abandonment of the route.

The skyway to New Zealand adds three more names to the growing aviation map of the world—Kingman Reef, Pago Pago, and Auckland. The first two are "stepping stones" between Honolulu (on the established air route across the Pacific from California to China) and Auckland, the New Zealand terminus. Three-day schedules are planned for the 4,400-mile journey, bringing New Zealand two weeks closer to the United States than by steamship.

Floating Airport at Kingman Reef

Although the Samoa group has long been an important Pacific possession of the United States, Kingman Reef, like Wake Island on the California-China route, was uninhabited before it was chosen as a stop on the Antipodes line.

A mere wisp of an atoll, Kingman Reef must for a time depend upon a four-masted schooner, *Trade Wind,* to serve as floating airport, radio station, weather bureau, and refueling station. Limited land on the tiny coral reef may require a floating hotel moored in the lagoon when regular service is started.

About 1,500 miles south of Kingman Reef, propellors will pause at Pago Pago Bay, best and safest harbor in the Samoan Archipelago. Pago Pago (pronounced "Pango Pango") is on rugged Tutuila, one of six volcanic islands which make up American Samoa, lying east of British Samoa's chain of eight. An immense volcanic crater (illustration, inside cover) forms the bay of Pago Pago. Important chiefly as a naval base, American Samoa is administered by the Navy Department, the commandant at Pago Pago functioning as governor.

Dislike Farming, but Are Expert Fishermen

Samoans, purest of Polynesians, prove this relief station wisely chosen. Gentle-voiced and easy-living, their very characters spell out relaxation. No echo of the high-powered motor's drone is the Polynesian dialect, called the Italian of the Pacific. Since tradition names Savaii, British Samoa, as the center from which the Polynesian race spread over the Pacific Ocean from Hawaii to New Zealand, it is not surprising to find an excellent type in Pago Pago. Light brown of color, 5 feet 10 inches of splendid physique, handsome with regular features, their mental and social standards are high among Pacific peoples. They are simple, generous, honorable, hospitable folk, but brave fighters when necessary.

It is natural in such a climate where wants are few that Samoans do not like to work. Their food is easily produced: breadfruit requires no cultivation; bananas, taro (like Hawaiian poi), and yams demand little more than planting. Pigs and chickens are raised, but are reserved for banquets and festive occasions.

Although reluctant to toil in towns and country, Samoans will paddle canoes all day while sea-fishing. The women, too, like clam-collecting and shellfish-shoaling. Often the men spend all day spearing fish along reefs.

Equally enthusiastic are both men and women about song and dance. Robert Louis Stevenson described their steps as vulgar and unattractive, but the dancing is never indecent before foreigners.

With no factories in American Samoa, the chief product and only export,

UMI

strangest is found in the Mariners' Museum of Newport News, Virginia. It is an image of a prim and rotund lady who not only wears a hat and carries a book under her arm, but is equipped—in case of bad weather—with an umbrella!

Many Still Seen in Port of London

In actual world shipping, however, figureheads have by no means entirely vanished. "In the last few years," an observer recently wrote, "I have seen 20 or more fine carved figures and another dozen examples of bow decoration without going outside London port."

Some of the sailing ships of the Australian grain trades still carry old-fashioned classical models. There is the Finnish vessel *L'Avenir* with some distinctive ornamentation along her bows, including a seated feminine figure; and the English *S.S. Benrinnes,* whose white and gilt lady still stands guard over one of the few cargo steamers with figurehead and bowsprit.

Among commercial lines in general there is an increasing tendency to use some sort of design on their ships to symbolize the name of the company. Present-day warships, too, often carry a badge or escutcheon on their bows.

Note: Students interested in ships should consult "Ships, from Dugouts to Dreadnoughts," by Captain Dudley W. Knox, in the January, 1938, *National Geographic Magazine.* This issue also includes 16 reproductions of etchings: "Ships of the Centuries," by Norman Wilkinson.

Photograph by Maynard Owen Williams

A REASON WHY SHIPS WERE "SHE": A SEA MAID RETIRED

After breasting the waves before the 110-gun ship *Royal Adelaide* from 1828 to 1905, this wooden figurehead still holds her insignia of royalty in the quiet haven of England's Devonport Navy Yard. British craft have carried adornments representing characters from Shakespeare and Scott, the Knights of the Round Table, American Indians, Chinese mandarins, and witches.

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Kufow, Confucian Chinese Holy of Holies

SOUTHWARD through rich Shantung Province in North China swept the Japanese military tide, flooding that stronghold of ancient Chinese philosophy, Kufow. This venerable town was the scene, almost twenty-five centuries ago, of the birth and the burial of Confucius. Since then it has been the seat of the increasing tribe of Kung, who claim to be lineal descendants of Kung-fu-tse (Confucius).

Since Confucius has followers also in Japan, the Japanese conquerors promised protection to the Great Sage's memorials in Kufow, especially his tomb. The town has settled down under the new administration, perhaps consoling itself with a reflection of its most famous inhabitant: "They must change often who would be constant in happiness or wisdom."

Birthplace of the Golden Rule—in Reverse

Less than a hundred miles south of Tsinan, capital of Shantung Province, Kufow lies at the very heart of China's "Holy Land." It is near Tai Shan, the sacred mountain, up which winds the Broad Way to Heaven, lined with shrines of every leading Chinese faith. Pilgrimages up this Fujiyama of China were an old established custom when ancient Confucius was young.

Obscure and inaccessible, in contrast with famous Chinese capitals and ports, Kufow four centuries before the Christian era was the Jerusalem of China; ten centuries before Mohammed it was a Mecca; twenty centuries before George Washington it was the shrine of a leader "first in the hearts of his countrymen." While China's dynasties rose and fell, Kufow preserved the memory of one who taught, "An oppressive government is more to be feared than a tiger." Two thousand years before American missionaries had busied themselves with the "heathen Chinee," from Kufow had spread the Golden Rule, stated backwards: "What you do not want done to yourself, do not do to others."

In the sixth century B. C., when Kufow was the leading town of the small ancient kingdom of Lu, Confucius spent most of his three-score years and thirteen there as a wise prime minister and a patient teacher. Married at nineteen, he worked as grain distributor and as estate overseer to support his wife and one son. Years later, when he was appointed Minister of Crime, crime ceased. Success as an administrator made him an authority on the ethics of government, and until the beginning of the 20th century candidates for Chinese civil service jobs were required to pass examinations on his writings.

Dragon-Carved Granite Columns Among Wonders of Chinese Sculpture

The famous little kingdom of Lu has vanished. So has the magnificent realm of Cyrus, who became ruler of Persia in the year of Confucius' birth. But the influence of the Sage has lingered, as he predicted: "The general of a large army may be defeated, but you cannot defeat the determined mind of a peasant."

A railroad passes within six miles of the town, but no closer. If you would reach Kufow, you must travel as pilgrims have since Marco Polo's time, in a jolting springless cart. (Confucius warned that "The scholar who cherishes the love of comfort is not fit to be a scholar.") Kufow is sheltered by walls. It is populated mainly by descendants of the Sage's one grandson, from whom thirty or forty thousand inhabitants of Shantung trace their origin. Chief industry is

UMI

copra, is prepared by the primitive but satisfactory method of spreading the coconut meat in the sun to dry on mats woven of pandanus leaves.

From Samoa's solitude to New Zealand's gateway and greatest city is approximately 1,800 miles as the clipper flies. Auckland is the grand entrance to a veritable treasure house of natural wonders—spouting geysers, smoking mountains, and boiling springs of medical value. Forest-clad hills, rich in timber trees and bush scenery, fringe the city's boundaries.

Auckland is the natural outlet for one of the richest producing countries in the world. On the trade route from southern Australia to the Panama Canal, it is a busy seaport with an excellent harbor.

In 1837 the site was but a fern-clad gully. Two years later Captain Hobson arrived, and in 1840, as governor, raised the British flag over the settlement of Auckland. Here was New Zealand's seat of government until Wellington became capital in 1864.

Note: See also "The 'Pilgrim' Sails the Seven Seas," *National Geographic Magazine*, August, 1937; "Flying the Pacific," December, 1936; "New Zealand, 'Down Under,'" February, 1936; "A Modern Saga of the Seas," December, 1931; and "Around the World in the 'Islander,'" February, 1928.

In the GEOGRAPHIC NEWS BULLETINS, see: "Arid Pacific Islands Have Airport Importance," week of March 1, 1937; "New Pacific Map Reveals Secrets of Islands Nobody Knows," week of December 21, 1936; "*China Clipper* Completes Circle of Wings Around the World," week of December 16, 1935; and "Wake Island, 'Stepping Stone' on New Pacific Air Route," week of April 1, 1935.

The Clipper route from United States to New Zealand, via Hawaii and Samoa, may be traced on The Society's new Map of the Pacific Ocean, issued as a free supplement to the December, 1936, issue of *The Magazine*. Additional copies of this map may be obtained from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 3, January 31, 1938.

Photograph from Captain Walter Kilroy Harris

A WORM HAS TURNED FISHERMAN IN NEW ZEALAND'S STRANGE GLOWWORM GROTTO

Glowworm larvae, cradled in webs on the ceilings of underground chambers in Waitomo Caves, drop moisture-pearled filaments to serve as fishing lines for their insect food. Two moths have been lured fatally near by the greenish-blue glowing of the glowworms, and are caught on the sticky threads of nature's own fly-paper. The lines will soon be hauled in and the catch consumed. Below, awed visitors float in boats along the subterranean stream, watching glowworms above and the curious glow reflected in the dark water.

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New Asteroid Joins Throng of Wandering Worlds

HERMES, nimble-footed messenger of the gods of ancient Greece, kicks up his winged heels in the heavens again. His name has just been tagged on to the newly discovered miniature planet, previously called Reinmuth Object 1937 UB, which suddenly popped up under the Earth's very nose and almost startled midnight astronomers out of their ear muffs.

This reckless little Hermes on the night of October 30, 1937, going about 70,000 miles an hour, cut across the Earth's path closer than any other heavenly body has dared since astronomers have been wielding their tape measure. It was reported by Herr K. Reinmuth, a Heidelberg astronomer, who was given the privilege of naming it this month.

Two Moons or a Tidal Wave?

What if the young upstart should fall right into Mother Earth's lap? Would there be tidal waves and earthquakes? Would Earth corral the new discovery as a satellite, to revolve forever afterward on gravitational apron strings as a tiny trailer to the Moon? Would the impact kindle Earth into flames of final destruction, as Edgar Allan Poe described in "The Conversation of Eiros and Charmion"? But Hermes flashed past and away with no further hint of collision.

Such a celestial smash-up is more improbable than one between an airplane and a submarine crossing the same ocean within the same week. At its closest Hermes was about 400,000 miles away. A comet once ventured so close to giant Jupiter that it skimmed between the planet and one of his moons.

Hermes, now famous as a planetary playboy, first flared up on photographic plates of the sky last October as a little stranger fainter than sixth magnitude, and did not put in an appearance for the naked eye at all. It has been identified as a miniature planet, or planetoid, only a few miles in diameter, lifeless and airless as the Moon, circling like a microscopic moth around the fierce flame of the Sun. It is probably no larger than a single mountain knocked out of the Himalayas and sent hurtling through the sky.

Except that it came so startlingly near the earth, the discovery of Hermes would have received scant attention. At least one new planetoid has been found every year since 1847. A year ago, 1,400 of them had been catalogued by the world clearing house for planetoid information—Astronomisches Rechen-Institut, just outside Berlin—with such vital statistics as speed, orbit, and private history, in addition to the name and number by which each is called. During 1937 alone, before the advent of Hermes, about 160 planetoids had been reported.

Nine Large and 5,000 Little Planets Known

"How many planets are there?" has usually been answered, since Pluto joined the Sun's known family in 1930, with "Nine." But in addition to the Big Nine, astronomy has a nodding acquaintance with about 5,000 more—the forgotten Minor Planets, most of them still unnamed. Patient scientist-shepherds of this big flock of little worlds estimate that there may be 30,000 larger than the 19th magnitude, 100,000 larger than the 20th, hovering around waiting to be discovered. Their size, however, is less impressive than their number. If all these flying worldlets were bagged together, they wouldn't make a bundle one-twentieth as large as the Moon.

When Herschel's discovery of the distant planet Uranus in 1781 proved that

UMI

catering to pilgrims and selling reprints of inscriptions on the town's antique stone memorials.

One-third of Kufow's enclosed area is given to temples and monuments, a proportion in keeping with the Confucian urge "to believe and take delight in antiquity." The main temple, in a park marking the site of the Sage's home, is unique among all the Confucian structures in China. Buddhas of all sizes, shapes, and materials are easily found, but the original statue of Confucius appears only in the Hall of Perfection of the Kufow temple. Carved of wood, it is adorned with embroidered silk robes and a 12-tasseled hat. On either side of it in this Confucian Hall of Fame are ranged images of his sixteen leading disciples, a solemn assemblage under silken canopies surrounded by the richness of gleaming lacquer and gilt and the mellow colors of old porcelain.

If skeptics should recall that the temple was last redecorated in the 18th century, this is the place to remember also, "Better a diamond with a flaw than a pebble without." The exterior has one of the most remarkable examples of skilled carving in Chinese architecture—on each side, ten columns 15 feet high of solid granite, completely covered with carvings four inches deep. The favorite dragon design coils around them, each scale distinct.

Within the same grove of stately cypress trees stand other memorials, among them a "Palace of Rest" containing a stone tablet in memory of the Sage's wife. A stately hall containing a collection of musical instruments marks the site of a plum tree beneath which Confucius sat to teach, "Study the past if you would divine the future," and "Learning without thought is labor lost."

Beyond the north gate of Kufow's wall spreads the extensive ancestral burying ground of the Kungs, over 500 acres (illustration, below).

Note: See "Shantung—China's Holy Land," and "Descendants of Confucius," in the *National Geographic Magazine*, September, 1919.

Bulletin No. 4, January 31, 1938.

Photograph by Richard M. Vanderburgh

ONE OF THE WORLD'S FAMOUS PATHS OF GLORY

It leads through a venerable cypress grove to the grave of Confucius, who at the beginning of this century had 300 million followers in China, Japan, and Indo-China. The approach is sentineled by pairs of stone guards, stone tigers, and the mythical beasts called *lin*. This ancestral cemetery of the Confucius family, covering 500 acres, is in the "Most Holy Forest," which visitors must enter on foot.

there were new worlds yet to find, two dozen astronomers organized a posse to search the space between Mars and Jupiter for a possible dark horse of the Sun's family. The very first night of the 19th century rewarded Piazzi's telescope, in Sicily, with a discovery which was welcomed under the name of Ceres. Pallas, Juno, and Vesta joined the planetary party within six years.

But they were all midgets! Disappointed sky searchers called these diminutive worlds by the diminutive of "planet"—planetoid, with asteroid for variety of sound but the same meaning. Astronomy has never been able to improve on that first asteroid crop; they remain the biggest and brightest of their kind, the Big Four among miniature planets. Ceres is largest, with a 488-mile diameter. Brightest of all is Vesta, sometimes visible to the naked eye.

Note: See also in the GEOGRAPHIC NEWS BULLETINS: "Spectacles Staged by 1937 Skies," week of January 10, 1938.

Bulletin No. 5, January 31, 1938.

Photograph by W. J. S. Lockyer

A SKY STRANGER'S "FINGERPRINT" IS A STREAK

This photographic plate, exposed 2 hours 14 minutes, shows all the stars making similar trails, because the apparent motion of all of them is caused by the earth's rotation. Since the camera was aimed at the North Pole of the heavens, stars seem to circle. Motion of a heavenly body in any other direction betrays the presence of a stranger—meteor, comet, or asteroid. This is a meteor trail, because only a meteor within the earth's atmosphere would appear to travel so far and fast within 2 hours. Shorter trails of unknowns lead to reports to the Harvard Observatory (in Western Hemisphere) of the discovery of an "Object," in a certain area. Harvard promptly notifies all professional astronomers to observe. If the object has a glowing gaseous halo or a tail, it is identified as a comet. If not, and if its average speed and orbit match those of asteroids, it can be identified as one of the latter.